

comment offered by Mrs. P. J. Thomas of 446 Sixth avenue, who appeared cheerful and happy, despite the handicap that concealed a discolored left eye. She, like most of the passengers, had been tossed about and bruised in the merciless pounding the Princess Anne sustained after she struck. Dr. Gainsburgh offered to treat the bruised eye, but the little woman declined with thanks. "I am all right when I get home," she added.

Passengers Kept Dry.

The passengers had been so well sheltered down in the little hunting cabin of the launch that most of them came aboard the patrol hardly wet. With them they carried their hand baggage. Trunks and other impediments, however, had to be left aboard the stranded steamship.

Four trips in all were made and four precious cargoes of human lives were safely transferred without a blunder. Without the slightest hitch, on the last trip the police launch appeared towing one of the lifeboats of the Arverne Coast Guard. Capt. Joseph Meade in command. Capt. Meade's launch was the lifeboat alongside the Princess Anne in time to share, in behalf of the United States Coast Guard, the honors which the municipal police force was rapidly monopolizing. Into his lifeboat he stowed nine of the crew of the steamship. Then the brave little launch overtook the Coast Guard cutter, tossed them a line and towed them the rest of the way. All in the lifeboat wore life belts and were well wet.

In the last boat to make the trip, as became the skipper, came Capt. Frank C. Seay, commander of the Princess Anne, whose home is at 275 Halcyon street, Brooklyn. He was suffering considerably from injuries to his back sustained last Wednesday while he was holding the bridge during the gale. Dr. Gainsburgh found there had been no fracture, but he hurried the captain home for treatment as soon as possible after arrival at the Battery.

Among those rescued were six women, of whom four were passengers and two stewardesses. The physicians looked them all over and treated several members of the crew who had suffered bruises or lacerations.

Landed at the Battery.

The patrol, with her cargo of happy refugees, steamed for the Battery at 5 o'clock and discharged the passengers at Pier A two hours later.

On the way up the bay Capt. Seay talked apart. He is a typical old sea man in his 40s and is 32 years old. His story for the most part had to be elicited by patient questioning. He had been for eleven years in the employ of the Old Dominion Line. J. Brown, General Passenger Agent for the company, who had gone out aboard the patrol, said Seay was one of the line's most trusted officers.

"We left Norfolk Tuesday afternoon at 5 o'clock," said Capt. Seay. "We went ashore at 2:30 Friday morning. First Officer E. W. Barker, who holds skipper's papers, just as I do, had the bridge at the time. I was in the chart room suffering considerably with my injured knee. The gale we had been plodding through was one of the worst in all my sea experience. The trip usually takes only fifteen hours."

"Several times we were holed to in the effort to get our bearings. Thus we lost much time. That was why we were short of drinking water from yesterday morning and had to dole it out in limited allowances which were not enough for the only actual hardship the passengers had to endure."

"We missed the entrance to the harbor and could not judge our position because of the blizzard of sleet and snow and the heavy sea."

When asked if soundings did not show the shallow water on the successive heavings of the lead, the captain and also Mr. Brown replied that they preferred not to go into details of that sort pending official inquiry.

Plenty of Food and Heat.

Capt. Seay said the passengers behaved splendidly after the ship struck and remained cheerful from first to last. There was plenty of light and heat at all times and plenty of food. The only reason the passengers had to be fed on hardtack Friday night, the captain said, was that the ship was rolling and pounding so heavily it was impossible to prepare warm food.

Capt. Seay expressed the belief that the Princess Anne would be saved, as she seemed to be resting easily in her sand cradle. He explained that the twenty-eight members of the crew who had been taken off were practically all from the steward's department, and that a sufficient force of able seamen had remained aboard to help salvage the steamship. He hopes to return to his vessel as soon as possible.

Mr. and Mrs. Walter Grant Thomas of 125 West Seventy-fifth street, who were returning from a winter trip to the South, were in the first boatload transferred. Mr. Thomas is an architect. His wife was thrown heavily against her chair on the first day out from port and severely bruised. She was in a philosophical mood yesterday. "We can't complain," she said. "We had a good treatment as was possible. I have travelled extensively, but this is the worst trip I remember."

From the accounts of the refugees, which Capt. Seay corroborated, it is clear that the morale of passengers and crew was admirable at all times. The passengers got together, sang songs, and treated the accident as though it were a joke. Even when the ship struck there was no great alarm, for officers lost no time in assuring all hands that they lay close to shore, were in no immediate danger and soon would be surrounded by other craft standing by to succor them.

Negro members of the crew started a crap game on the sloping deck and helped vastly to amuse the passengers.

Praise for the Police.

Capt. Seay was lavish in his praises of the seamanship of the Police Department marines. They had gone at the job, he said, at a time when both the Coast Guard and the municipal police were running so savagely to make success probable.

Miss Marian Keese of 173 Manhattan street, who conducts a dancing school in Norfolk, Va., danced for the passengers in the saloon and entertained them with vocal and instrumental music. The concert was under the light of oil lamps, as the ship's batteries at this time had gone out of commission.

J. J. Brown, representing the Old Dominion line, said the Princess Anne carried in general merchandise about three-quarters of her full cargo capacity. He agreed with Captain Seay that the prospects of saving ship and cargo were excellent unless severe storms should assail her.

Police Sergeant Charles E. Pearce, radio officer of the patrol, said he found on their first trip on Friday and again yesterday great difficulty in making wireless communication with the stranded liner. The antennae of her radio gridiron were so ice-laden as to make them well nigh useless.

The first cabin passengers rescued were Miss Marian Keese, 173 Manhattan street; The Bronx; Mr. and Mrs. Walter Grant Thomas, 125 West Seventy-fifth street; Mr. and Mrs. A. J. Pasternak, 133 Fifth avenue; and John Uzer, Utica, N. Y.

Other passengers who have New York addresses are P. J. Thomas, 446 Sixth avenue; T. S. Vaughan, 100 West 11th street; Charles Wolfe, Albany avenue; Brooklyn; Edward Scott, 170 Hoe avenue; The Bronx; Peter Castro, 41 Roosevelt street; and Tony C. Rodriguez, 121 Roosevelt street.

Captain James Hallcock, whose energetic use of the old police boat patrol brings new laurels to a craft that already has played many a gallant part in naval rendezvous and in army hospital transfers, had on board under his orders Sergeant Frederick Graham and ten patrolmen.

STORM LOSS HERE IS MANY MILLIONS

Railroads and Traction Lines Head the List of Financial Losers.

DEPARTMENT STORES HIT

Hôtels, Theatres and Taxicab Companies Suffer With Other Interests.

The city's multifarious businesses have suffered from the storm and the snow and slush it has left behind losses that will amount, according to some estimates, to \$25,000,000, while other more conservative estimates put the figure nearer \$15,000,000.

As yet many presidents, general managers and directors have made no attempt to estimate what they have lost in damage or in the larger item of lost or snowbound business. It is certain, however, that railroads, subways and elevated and street car lines have suffered greatly, together with express and trucking companies, department stores, theatres and some hotels. Officers of many of these enterprises said yesterday they expected little real relief before the middle of the week.

The heaviest sufferers have been the railroads and traction lines. The New York Central Railroad has not yet tabulated its losses, and will give no estimate of them, but Pennsylvania officials expect to be out of pocket more than \$200,000 before the snow clears away. It will take them a week to get back on their feet. Their principal loss is in freight shipments, with decreased passenger movement the second item.

The Pennsylvania freight yards are so clogged with loaded cars that an embargo has been declared on further shipments of freight for delivery in New York, with the exception of food. Whereas the average freight delivery is 1,000 cars it is now only 150 or 200. The deliveries of 250 cars with a day of coal from South Amboy, N. J., are out of practically nothing. The railroad has thousands of employees shovelling snow to clear tracks, yards and switches. Many of these men are skilled mechanics and laborers who have had to be taken from much more important work, which suffers thereby.

The best known hotels did not suffer at all. Prospective guests from out of town did not materialize and cancelled their reservations, but these were gladly taken by tired business commuters who were caught in town and preferred a few nights in a hotel to the joys of commuting through a blizzard. Last night at the Waldorf was one of the hotel's best. Reports from the Commodore and Pennsylvania were good, while the McAlpin and Astor said New Yorkers quickly took the rooms out of town people.

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The American Railway Express Company found it virtually impossible to deliver parcels in the city and reported its business "temporarily paralyzed." It was said at the main office that the ultimate loss to the company would not be great.

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CITY IS EMERGING FROM SNOW NOW

Continued from First Page.

avenue, Sixteenth avenue, Montague street and the Sheepshead Bay line beyond Avenue L, according to the company's reports. As for railroads, the Long Island, the New York Central and the New Haven all announced that local trains were on time. Through trains from Boston and the West were delayed, however, from one to four hours. The Erie and Lackawanna service adhered fairly close to usual running time.

Commissioner MacStacy announced that Fifth avenue below Fifty-ninth street would be closed to all traffic between 7 A. M. and 4 P. M. to-day while a large force of men tackles the task of "finishing the job" on that thoroughfare. To-morrow South and West streets will be closed similarly. Afterward Madison, Park and other avenues will be attended to in the order of vehicular importance.

In the order of vehicular importance, the immediate danger of food shortage passed with the storm, declared yesterday that deliveries are so handicapped that sections of the city are suffering for want of supplies.

Staten Island actually faced a bread, milk and coal famine. In the last two days but little bread and milk could be sent to the island. Outlying districts of Brooklyn were in the same predicament. However, resumption of deliveries will be possible to-morrow, it is expected.

New York has ample food reserves in warehouses, Mr. Williams said, though distribution is difficult and will be until all the streets are cleared. He warned dealers against taking advantage of this situation, however, pointing out that the law does not countenance raising prices because of the temporary shortages that may occur.

Milk deliveries in some cases had to be made by breaking a traffic regulation. In Manhattan and in the Bronx many a milk wagon traveled along the sidewalks.

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